G. R. S. 59]

GENERAL AND REVENUE SECRETARIAT.

190-11
(Genl-Mrs)

File No. 8240

Serial Nos. 12 to 16

Papers Filed.

Month June 1911

SUBJECT.

Proposals for improving the efficiency of the Govt Motor Cars in charge of the Executive Engineer W.S&S Dn.

PREVIOUS REFERENCES.	LATER REFERENCES.
Gf 37-06-07-7-9013 on 1-4	23·12·11 5·11·13

G.R.S. 11] 190–11

GENERAL AND REVENUE SECRETARIAT.

(Gen Rise.)

NOTES.

File No. 82

FILE HEADING.

Maintenance of Govt Motor Cars.

From

The Exec. Engr, Water Supply & Stores Dn.

No. 301 Dated 18. 2. 11 Received 24. 3. 11

Diary No. 4067 | Enclos. | Spare Copies. — | Serial No. 13.

BRIEF ABSTRACT OF LETTER.

Explaining the necessity for converting the White Steam Motor Car into a Petrol Car with a 25 H.P. Engine at a cost of about Rs 3000 and for fitting up the 15. H.P. De Dion Car also with a 25 H.P engine & the 8 H.P. Car with type of bigger section & requests that if proposals are approved the necessary funds may be placed at his disposal.

NOTES AND ORDERS.

Hon. Secretary's order — "Put up references and send to Private Secretary to Dewan for note early."

Hon. 8/8.

Submitted The financial Dept. has noted in another connection on the question

Note Secl-11-11 to new Secy for opinion

NOTES — First sheet.

GPB.—30,000—20-3-06.

G. R. S. 12]
General and Revenue Secretariat.

For File No. 82 of 1911-11 (2)

Serial No.

1067

of expenditure on the Maintenance of Govt Motor Cars.

Ref 114 VS.41

17-4-11 Note on file

11129

18.4.11

Ref 174

The previous file was ref'd to the Hon'ble Mr Reese

Please consult Mr Finnesey 19/4/11

Who can advise best as his experience is to date.

Seen. Ref 24.4.11

For convenience in reference I shall deal with the proposals about the three cars - 20 HP White Steamer (not 15 HP), the 15 HP Benton (Touring car) & the 8 HP Benton (runabout) Serpollet.

(1) White Steamer:- There is no doubt that this is an excellent car but when it wants an engineer, or owner-driver with a mechanical turn of mind to handle it & not the ordinary driver of the present day. The machine is much too delicate & complicated to be entrusted at the hands of men of the latter class. The car in reference ran very well under me for some months - it was the car in which I myself drove Lady Minto, Lady Antrim, Lady Eileen Elliot and the Governor in Nov-Dec 1909 in the Chota Nagpur & Orissa tour &c - but it has been out of use since August last. If allowed to remain idle much longer it will have to be scrapped & that is all! to spend money in putting

NOTE—Contn. sheet.

GPB—55,000—27.4.09

Reel 22.5.11

Serial No. 2

right rear for further use does not commend itself to me. It appears to me that this would be throwing away good money for bad: in these circumstances the best way to keep it in use for some considerable time longer would be to remove the present steam engine & replace it by a petrol one of 25 H.P. as suggested. This proposal has my full concurrence. The chassis is an excellent one & the body both designed substantial & mostly serviceable and it would be a very great pity not to turn these into full account. As the G.P. bodywork says all that is needed is to re-engine it afresh, by replacing the present steam one with a petrol one. The cost is not prohibitive & may be sanctioned

(2) 15 H.P. Berlin Limousine: There is no doubt that for the body provides the car is under-engined. The proposal to remove the present engine & replace it by one of 25 H.P. is one of which I do not altogether approve. The longitudinal members of the chassis have sagged on account of strain & has the steering gear with a cross stay. From the drawings that change the engine with one of higher H.P. to suit the present heavy body is not advisable tho' it may be urged that the chassis is now stronger by what it was during the additional stay! Instead I should suggest the body being changed into one of a run-about type. I may add that with the Silent Knight Daimler we had a similar trouble in the Palace Garage & that was got over it by changing the body

NOTE—Contn. sheet.

GPB—55,000—27.4.09

Peel 24.5.11

Serial No.

V. 66

with a lighter one & not by changing the Engine with a higher powered one! The cost also will be comparatively little if this alternative proposal is given effect to. As the present Engine is only 15 H.P & the chassis also strains somewhat, it would not be advisable to convert the car into a lorry.

(3) 8 H.P Berlin Runabout: Every one who has had anything to do with motors knows how very advantageous it is to have the heaviest tyres possible on the wheels. Tyres of heavier Section are less liable to punctures &c. and also last longer. While giving better riding than those of lighter Section. In view of this the proposal may be approved & the Expenditure Sanctioned.

P. Rajeswara Iyer
Under Secretary
Ootacamund 24. 8. 11

(11129/18.4.11)

GPB—55,000—27-4-09

P. T. 04

(5)

Submitted to His Highness.

Paper cover missing".

The Executive Engineer, Stores and Water Supply Division, has submitted certain proposals for improving the efficiency of Government Motor cars Mr. V. Rangaswamy Iyengar estimates the cost at Rs. 5,750.

2. The experience of the Huzur Secretary, Mr. D Raghavendra Rao, in respect of Motor cars being large and varied, his advice was sought in the matter. Subjoined is the proposal of the Executive Engineer and the remarks of the Huzur Secretary -

Motor Car.	Executive Engineer's proposal.	Cost.	Huzur Secretary's remarks.
1) White Steam Car	To remove the steam engine and replace a petrol engine of about 25 H.P.	3,000	May be sanctioned.
2) 15 H.P. Dedion	The present engine to be replaced by a 25 H.P. engine.	2,250	The Executive Engineer's proposal is one of doubtful utility.
3) 8 H.P. Dedion	The wheels to be fitted up with bigger section tyres 760 x 90.	500	The proposal may be approved.
		5,750.	

3. I recommend that the proposal to convert the White Steamer into a petrol Car and fit up the 8 H.P. Dedion with bigger section tyres may be sanctioned.

4. As regards the 15 H.P. Dedion, the Huzur

Secretary's observations will be communicated to the Executive Engineer. They are to the effect that the body may be changed into one of a "run-about" type.

(7)

Record of Cases submitted for the Or
of His Highness the Maharaja

Subject.

Proposals for improving the eff
ency of the Government Motor Cars in
charge of the Executive Engineer, Wate
supply & Stores Division.

27.5.11
2047.

Order.

Approved
~~KRW~~
6/6/11

Seen
13/6/11
Put up draft
14/6/11

14/6/11

15/6/11

G. R. S. 12]
General and Revenue Secretariat.

File No. 82 of 1911 (8)

Serial No.	
4067	Draft Subd Mr. Hill 19.6.11 (Secretary). 19.6.11
	Issue 20/6/11
16	To the Executive Engineer, W. S. & S. Dn. & Comptr. Br. II No. C. 7437-8 dt. 21. 6. 11. Accords sanction to the proposal contained in Sl. 18, regarding the conversion of the White Steam Car into a Petrol car with and the 8 H. P. De Dion and communicates the remarks of the Hon'ble Secretary in regard to the proposal about the 15 H. P. De Dion.

Rec'd

NOTE—Contn. sheet.

GPB—50,000—12-8-10

the Dewan to

THROUGH THE PRIVATE SECRETARY TO HIS HIGHNESS THE MAHARAJA OF MYSORE

D 4067
9

No. ..301.

OFFICE OF THE EXECUTIVE ENGINEER,
Water Supply & Stores Division,
Dated Bangalore, 18th. February, 11.
27

From,

The Executive Engineer,
Water Supply & Stores Dn:
BANGALORE.

Fin 8210
Sl. 13

To,

The Secretary to the Govt: of H.H.
The Maharaja of Mysore,
Genl. and Rev. Deptts:,
BANGALORE

Sir,

I have the honor to inform you that there are t present 3 Governnment Motor Cars in my custody. They are :--

(1). 15 H.P. White Steam Car.

(2). 15 H.P. De - Dion Car.

(3). 8 H.P. --- do ---.

15 H.P. WHITE STEAM CAR.

2. This Car was purchased for Rs. 9,300/- in the year 1909. It ran well for a few months, but owing to the complicated nature of the mechanism it was always giving trouble and was never reliable. I believe they are having similar trouble with the two Palace Cars. All efforts to improve its running have proved futile. The only way to get

to get any satisfaction from it is to take out the Steam Plant and replace by a Petrol Set. I learnt unofficially that they are contemplating doing the same thing with the Palace Cars. I solicit therefore permission to convert it into a Petrol Car. It will require a new Engine and Gear Box. The Engine will have to be about 25 H.P. Such an En--gine and Gear Box will approximately cost £ 175 at Home. Freight, fitting charges, hire will add another £ 50. So the total cost of conversion will come to £ 250 or say Rs. 3,000/-.

3. In my D.O. to you I estimated the cost at Rs. ....2500 I intended fitting only 20 H.P. Engine but Mr. White whom I consulted in the matter advised me to fit a 25 H.P. Engine and I have therefore estimated accordingly.

15 H.P. DE - DION ENGINE.

4. This was purchased in the year 1906 at a cost of Rs. 12,000/-. The Car has a very heavy body and it was noticed from the beginning that it was underengined. The accident that happened to the Car lately when the Dewan had taken it out for his tour was more or less due to the jerk--ing action of the Engine when it was mounting up a slope. In my opinion it ought to be fitted with a 25 H.P.Engine. We can use the present Gear Box. The cost of fitting up a new Engine will come to £ 150 or say Rs. 2,250/- I consider that this is very necessary if we want to make the Car fairly

fairly safe and serviceable for district work.

5. If the two proposals are approved we can order two 25 H.P. Engines at once and probably get better terms.

(3). 8 H.P. DE - DION ENGINE.

6. This was purchased at the same time as the 15 H.P. De-Dion for Rs. 4,000/- . This has done a lot of useful work. I would recommend of being fitted with bigger section tyres 760 x 90 at a cost of Rs. 500/-.

7. In case the above proposals are approved the neces--sary funds may be kindly placed at my disposal. To save time I shall cable for the Engines.

8. The present 15 H.P.De- Dion Engine can be disposed of and may fetch about Rs. 500/-.

I have the honor to be,

Sir,

Your most obedient servant,

V. Ramaswamy Iyer

Executive Engineer,

Water Supply & Stores Division:

T.A.C.

12

G.R.S. 28.]

(4)

File No. 82 Cons.

Serial No. 16

Diary No. of letter replied to

Proceedings of the Government of His Highness the Maharaja of Mysore..

GENERAL AND REVENUE SECRETARIAT.

( )

, *the* 19

Date of issue 21. 6. 11

Signed by Mr. B Ramaswamayya

READ—

Letter No. 301 dated the 18th Feb. 1911 from the Exec. Engr., W.S. Dn. stating that of the three Govt. motor cars in this charge ~~that~~ the White Steam Car should, in order that ~~Order thereon No.~~ it may be rendered serviceable, be converted into a pet Car with a 25 H.P. engine at a cost of Rs 3000, ~~and~~ that the 15 H.P. De Dion Car, being at present ~~at~~ under engined, should

over

SUBJECT.

PB—10,000—19-4-10

(5)

be fitted up likewise with a 25 H.P. engine, and that for the 8 H.P. De Dion car tyres of bigger section viz. 760 x 90 costing Rs 500 are required.

Order thereon No-G7437-8 J.

Sanction is accorded to the Executive Engineer's proposals regarding the conversion of the White Steam Car into a petrol car with a 25 H.P. engine and the fitting up of the 8 H.P. De Dion with heavier tyres. The cost of these improvements which is estimated at Rs 3500, will be provided for in the next year's budget.

2. As regards the 15 H.P. De Dion attention of the Exec. Engr. is invited to the remarks herewith communicated, of the Huzur Secy to H.H. the Maharaja, who suggests the body of the car being changed into one of a run-about type to suit the present engine instead of the engine being replaced by one of 25 H.P. as proposed.

CSB

19.6.11 Off. Secy to Govt.

To
(1) The Exec. Engr. with a copy of para 2 of the Huzur Secy's note.
(2) The Comptroller, Govt. Copy Book II